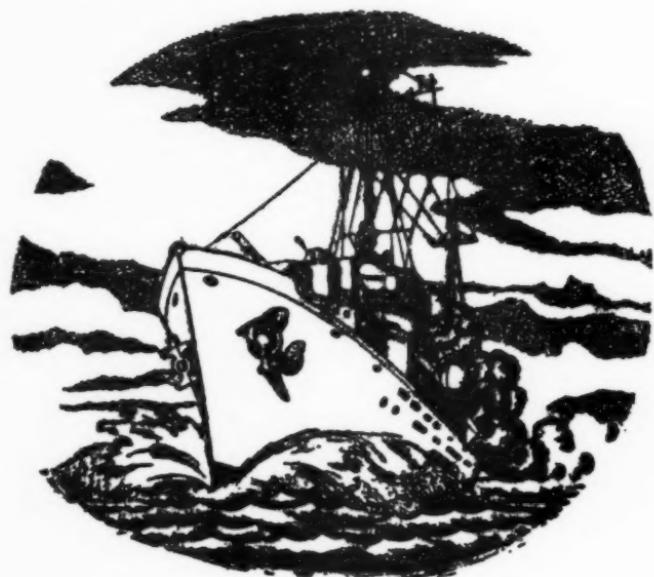


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JUNE 1949

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The Bulletin is published each month by the Public Information Division, United States Coast Guard Headquarters. Its purpose is to disseminate general information to the Service and other interested parties. Wide circulation is desirable, but due to the limited number of copies available distribution is necessarily restricted.

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U.S. COAST GUARD BULLETIN...



Washington, D. C.—June 1949

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Helicopter Pilot Uses AF for Position Reports

What would you do, if you were a helicopter pilot flying over unfamiliar terrain and unable to report your position by radio directly to the nearest flight service center?

This was a problem easily, and ingeniously, solved by Lt. S. R. Graham, who recently completed the Coast Guard's first transcontinental helicopter flight unescorted from Elizabeth City, N. C., to Port Angeles, Wash., by way of San Diego, Calif., a distance of more than 3,900 miles, in a flying time of 57.6 hours. The mileage originally was announced as 3,750.

In his official account, Lieutenant Graham reported that although excellent radio communication was established at all times, it was practically impossible at low altitudes and in mountainous terrain to report position, changes in flight plans and such to flight service centers.

Nearing the west coast Lieutenant Graham was in this situation when he heard Air Force B-29's on long-range navigational flights calling in position reports from a height of 25,000 to 26,000 feet. It was a simple matter to contact Air Force planes and request them to forward the helicopter's position report and intentions to proper authority.

Lieutenant Graham's trail-blazing expedition also furnished other interesting comments for the plane's daily log. Small airports, for example, where 91 octane gasoline supposedly was available, often had no gasoline whatsoever and "much precious time was wasted flying miles out of the way to obtain the fuel elsewhere."

The radio range, he reported, was followed with success, but it led him over some vast stretches of very rough and isolated country. Consequently, he later elected to follow main highways and railroads to stay "closer to civilization." Gusty winds over the rough coastline leading to Port Angeles caused him to fly several hundred yards offshore to avoid a bumpy ride.

At power setting of 2,200 revolutions per minute and 26 inches' manifold pressure, the fuel consumption averaged 25 gallons per hour. A 58-gallon external auxiliary fuel tank was installed to increase the range.

In summation, his report concluded, "this flight has proven that flying helicopters unescorted across country affords no more of a problem than any other type aircraft flying under similar conditions."

Lieutenant Graham, a native of Brooklyn, N. Y., is the first Coast Guard pilot, and the third in the United States, to exceed 1,000 hours of flight time in helicopters.

Collision Survivors Give \$600 To Memorial Fund

Coast Guard survivors of the tragic collision in January between the U. S. C. G. Cutter *Eastwind* and the Steamship *Gulf Stream*, which cost the lives of 13 Coast Guardsmen, have raised more than \$600 toward the construction of an appropriate memorial within the proposed Memorial Chapel at New London, Conn.

The sum was turned over to the Memorial Chapel Fund for this specific purpose in the hope that others interested in the project also would contribute.



OFFICIAL PARTY AT ANNUAL ACADEMY INSPECTION

Members of the Congressional Board of Visitors and a delegation from Coast Guard Headquarters made the annual inspection of the Coast Guard Academy 13-14 May. Front, left to right, are Rear Adm. Ellis Reed-Hill, Representative J. T. Patterson (Connecticut), Rear Adm. Merlin O'Neill, Representative A. F. Weichel (Ohio), and Rear Adm. W. N. Derby. Rear, left to right, are Capt. F. T. Kenner, Commodore N. H. Leslie, Committee General Counsel Hugh J. Meade, Representative P. J. Welch (Missouri), Representative E. A. Garmatz (Maryland), Representative Omar Burleson (Texas), Mr. Sylvester Henkel, and Capt. A. C. Richmond.

Retired Admiral Seeks 3 New Cuyahoga Bridges

A conviction that three of six railroad bridges over the Cuyahoga River, Cleveland, present such dangers to navigation that they should be replaced was expressed by a retired Coast Guard admiral, Lyndon Spencer, in a House subcommittee hearing. Spencer, now vice-president of the Lake Carriers' Association, and other Clevelanders spoke in support of a proposed appropriation for new construction.

One of the bridges deemed dangerous to large shipping is located at the River's mouth; the other two are between Irish-

town and Collision Bends. They were built 50 to 60 years ago, Spencer said, when the average length of a lake carrier was 324 feet, compared with 540 feet today.

42 Years Later

A former member of the United States Revenue Cutter Service, predecessor of the presently constituted United States Coast Guard, recently queried Headquarters by letter to learn whether he was "in good standing" since his separation from the service 42 years ago.

A prompt reply assured him that his resignation in 1907 was under honorable conditions.

Board of Congressmen Inspects Academy in May

The annual inspection of the Coast Guard Academy, New London, Conn., was made 13-14 May by the Congressional Board of Visitors headed by Representative Alvin F. Weichel, Ohio, Board-elected chairman.

The congressional group, accompanied by a delegation from Coast Guard Headquarters, was welcomed by Rear Adm. W. N. Derby, Academy superintendent, following a 15-gun salute. Guests were entertained at dinner and later enjoyed service motion pictures.

The following morning the Congressmen inspected Academy buildings and grounds and then conducted the usual business meeting, to which the Superintendent's report was presented. A considerable portion of the session was devoted to a discussion of entrance requirements and the proposed \$450,000 Memorial Chapel. After luncheon in the cadet mess hall, the official party witnessed a review by the cadet corps.

In addition to Representative Weichel, congressional visitors included Representatives James T. Patterson, Connecticut; Phil J. Welch, Missouri; Edward A. Garmatz, Maryland, and Omar Burleson, Texas. They were accompanied by former Representative Hugh J. Meade, Maryland, now general counsel for the House Merchant Marine and Fisheries Committee.

The Headquarters delegation included Rear Adm. Merlin O'Neill, assistant Commandant; Rear Adm. Ellis Reed-Hill, engineer-in-chief; Commodore N. H. Leslie, chief, Office of Personnel; Capt. A. C. Richmond, chief, Planning and Control Staff; Capt. F. T. Kenner, Program Planning, and Mr. Sylvester Henkel, administrative assistant, Office of Personnel.

Coast Guard aviation was born in 1916 by congressional authorization, but its development was delayed 10 years by World War I and lack of funds.

Lieutenant First To Get Degree in Night Classes

Believed to be the first Coast Guardsman to earn an advanced degree under Coast Guard sponsorship through night class attendance, Lt. F. X. Riley, 29, received his MA degree in Public Administration 29 May from American University, Washington. He is the chief of the Medals and Awards Section, Military Morale Division, Headquarters.

In accordance with established training provisions, Coast Guard paid his tuition and book fees to further his professional proficiency and potential value to the service. His thesis, describing the personnel administration of Coast Guard in World War II, is expected to be accepted, with slight modification, for official use.

Lieutenant Riley is a native of Brooklyn, N. Y., with 7 years' commissioned service.

U. S. and Canada Agree On Search, Rescue Plan

Following an exchange of letters between the Canadian Government and the United States Department of State, an agreement now is in effect to insure adequate cooperation between the two Governments in air search and rescue operations along the continent-wide common boundary. The agreement will continue in force until 60 days after either party signifies a desire to terminate it.

The agreement, in brief, permits "public aircraft" engaged in emergency air search and rescue operations to enter or leave either country without being subject to the immigration or customs formalities normally required. In each instance the rescue coordination center involved will facilitate the exchange of information concerning the flight and identification of the planes. In event of emergency landings in either country, pilots concerned or the center will report the fact and lend necessary help.



EMERGENCY FLOOD BOATS ARE LOADED AT ST. LOUIS . . .

During a trial, these 13-foot, marine plywood boats with outboard motors are taken aboard an R5C (capable of carrying 12 boats, 6 motors, a large transmitter, walkie-talkies and 20 men) in Missouri.

Handling of Fluorescent Lamps Requires Care

Coast Guard personnel are urged to exercise care in handling and disposing of fluorescent lamps, the fracture of which releases minute particles of dust-bearing beryllium and mercury vapors. In addition, metallic mercury may be deposited in the working area, where it will continue to give off mercury vapors.

The poisonous dust, it was explained, may remain suspended in the air for considerable periods; mercury vapors are deadly with long exposure even in incredibly diluted quantities. Repeated or continued inhalation of beryllium dust may result in permanent disability or death. If the dust enters an open wound, many months of treatment may result.

It is recommended that used lamps be

disposed of by either wrapping individual tubes in several thicknesses of paper, saturating with water and crushing, or by submerging in water and crushing. Breakage should be accomplished out of doors and gloves should be worn.

No Help On Private Aids

The utilization of Coast Guard vessels and equipment for the establishment, operation and maintenance of private aids to navigation is contrary to law and not authorized, Headquarters warns.

The Commandant is not able to make exceptions inasmuch as they would not be legal, a Headquarters memorandum states. Districts concerned are advised that appropriate action to discontinue such assistance is mandatory. Private aids to navigation, it concludes, must be operated and maintained by the owner.



. . . AND HIT THE WATER AT LOUISVILLE 2 HOURS LATER

Weighing 400 pounds, seaworthy and adapted to being hooked train-fashion, these boats can be supplied quickly by air to flooded areas in the 22-State Second District, used for evacuation.

Secretary Bevin Thanks Coast Guard for Help

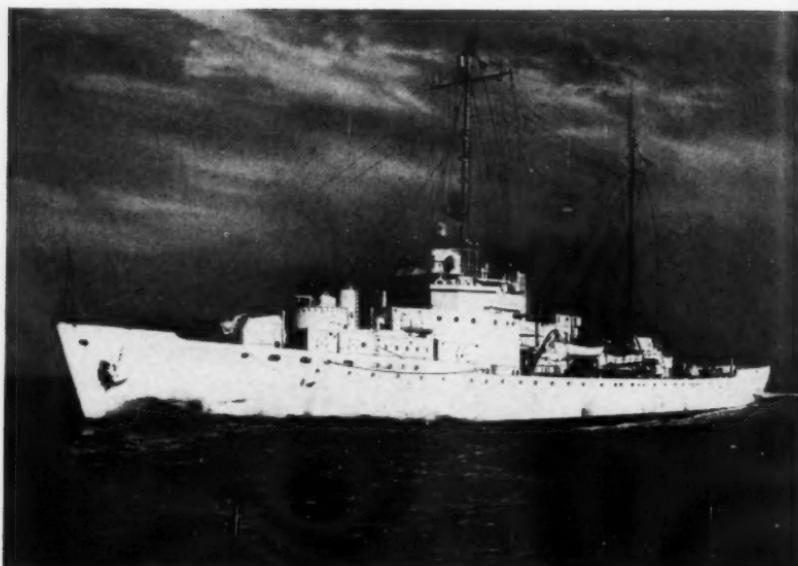
Coast Guard's participation in the unsuccessful search in January for the British-South American Airways plane, "Star Ariel," is praised in a letter received recently by the Department of State from the Secretary of State for Foreign Affairs, Ernest Bevin, on behalf of His Majesty's Government.

Mr. Bevin said the rescue action was "initiated with commendable promptitude" with 70 to 80 aircraft airborne each day and additional aircraft standing by. He expressed the "sincere gratitude" of the British Government "for the help so readily and unstintingly given" by officers and men who took part in the operation.

Radarman, Sonarmen May Be Given Additional Duty

In order to broaden the experience of radarmen and sonarmen, increase their general usefulness and equalize duty requirements, these may be assigned additional duties of standing quartermaster watches "to the extent permitted by the primary duties of their ratings," according to Headquarters.

Radarman and sonarmen will be given sufficient training to qualify them for standing such watches in port and on the bridge underway prior to actual assignment. However, it is not intended that they be required to attain the expertise in signaling, navigation, and piloting normally expected of a rated quartermaster.



U. S. C. G. CUTTER "CAMPBELL" ON 1949 CADET PRACTICE CRUISE

This 327-foot veteran of World War II, and the U. S. C. G. Cutter *Eagle*, a three-masted bark, are due to arrive 23 June in London on the first leg of the annual training cruise for Coast Guard Academy cadets. Both ships will visit Antwerp, Lisbon, Casablanca, and the Canary Islands before returning to New London, Conn., on 13 August.

Commodore Webster Is Renominated to FCC

Commodore Edward M. Webster (Ret.), one-time chief communications officer of the Coast Guard who was recalled to active duty during World War II, has been nominated by President Truman for a new 7-year term as a member of the Federal Communications Commission.

A native of Washington, D. C., Commodore Webster was graduated from the Coast Guard Academy in 1912. He was retired in 1934 because of physical disability incurred in line of duty and then accepted a position with the FCC as its Assistant Chief Engineer. He was recalled to active duty in 1942 with the rank of captain, being promoted to commodore in June 1945.

Now Hear This

Defense Secretary Louis Johnson made a new move for unification of the armed services 6 April (Army Day) by abolishing the traditional celebrations of Army Day, Navy Day, Marine Day, and Air Force Day.

Instead of observing separate holidays which tend to stimulate rivalry, he decreed, the services henceforth will do their speech-making and parading together on a single "Armed Forces Day."

Since the Coast Guard operates under Treasury Department in peacetime, it is planned to celebrate Coast Guard Day on 4 August as usual.

Promotion Adjustments Come With Peacetime

The inevitable readjustment of promotion policies which follows when the wartime establishment goes back to a peacetime footing is being met within the Coast Guard.

As a result, a "considerable number" of commissioned officers, exclusive of chief warrant officers, who are specialists in one or more types of Coast Guard duty, but who do not possess a general knowledge of all types of duty, face the prospect of slower promotions and not being eligible for promotion above the grade of commander.

The alternative, the Coast Guard points out in Personnel Circular No. 24-49, is to help special-duty officers who desire it to qualify for reclassification as a general-duty officer.

This announcement came on the heels of a report that in the grade of lieutenant commander the assignment of officers is "seriously hampered" by the large number of specialists who are qualified for certain types of duty only. Many of these specialists soon will be eligible for consideration for promotion to commander, which has few such billets open.

Broad Background Needed

Almost without exception, Headquarters explained, senior officers meet administrative problems which require a broad knowledge and experience. This background was a requirement for promotion until just before World War II, when specialist officers—to meet pressing service needs—went up the temporary promotion ladder because of their special skill and knowledge. Today, with permanent promotions having been resumed, a "great many" officers do not possess these general qualifications, and if examined accordingly would not be able to qualify for promotion.

A system of classification has been established in which officers (except professors and officers designated by law as extra numbers) are listed as restricted, or not restricted, in performance of duty. Officers originally commissioned in the

Coast Guard prior to 1 January 1939, and Academy graduates are classified as general-duty officers. All others are classified as special duty officers.

Until 1 January 1951, the special-duty officer may seek reclassification at the hands of a Coast Guard board if he believes his qualifications are adequate. All officers, regardless of classification, will be carried on a single precedence list, and will be considered for promotion in order of precedence; no special-duty officer will be considered unfit for promotion solely because he is not a general-duty officer. Thus the special-duty officer will not prejudice his status if he elects to remain such, but his advance necessarily will be slower as vacancies may occur.

Written Examination

After 1 January 1951, however, the determination of mental and professional fitness of all officers for promotion to all grades below rear admiral, except ensign, will include a written examination. The number of special-duty officers serving in the grade of commander shall not exceed 12.

After this date, too, a special-duty officer shall not be promoted unless the officer last promoted to the next higher grade is a general-duty officer. General-duty officers qualified for promotion will be promoted as vacancies occur, even though promotion of special-duty officers senior in precedence may be delayed by these restrictions.

SPAR Bill Moves Up

The House Merchant Marine Committee has approved a legislative proposal to keep the United States Coast Guard Reserve (Women), better known as the SPARS, alive in peacetime as well as in war.

The House group reported out a bill that would authorize no rank above captain, allow Women Reservists to exercise authority only over other women. None could be sent to sea on combat ships, nor assigned to combat planes. Only those who requested overseas duty could be assigned outside this country.

June Events In Coast Guard History

- 1798 June 22 President authorized by Congress to increase personnel on any revenue cutter to not to exceed 79 marines and seamen in preparation for Quasi War with France.
- 1812 June 18 War declared against Great Britain.
- 1813 June 12 Cutter *Surveyor* with 15 men fought 50 men from British *Narcissus* in York River and, after capture, sword of *Surveyor's* Capt. William Travis returned by British commander for his gallantry.
- 1872 June 10 Lifesaving station to be erected "under supervision of two captains of the revenue service."
- 1874 June 20 Casualty reports of accidents at sea inaugurated. Volunteer crews for lifesaving stations and medals of honor authorized.
- 1878 June 18 Lifesaving Service created by act of Congress.
- 1891 June Sealing in Bering Sea prohibited under *modus vivendi* with Great Britain pending Paris award. Continued through 1893 season.
- 1900 June 6 Secretary of Treasury authorized to establish anchorage grounds, Kennebec River, Maine.
- 1902 June 7 Alaskan game law passed to be enforced by Revenue Cutter Service "on request" of Secretary of Agriculture not effectively enforced by Coast Guard until 1925 (January 12).
- 1906 June 14 First regulatory fishing law for Alaska passed. Revenue Cutter Service enforced.
- 1906 June 20 Sponge fishing act passed. To be enforced by Revenue Cutter Service.
- 1910 June 9 Motorboat Act passed. Enforced by Revenue Cutter Service.
- 1912 June 5 Senator Charles E. Townsend of Michigan introduced a bill to consolidate Lifesaving Service and Revenue Cutter Service to form Coast Guard. Bill became law January 28, 1915.
- 1914 June 24 Secretary of Treasury authorized to use cutters to extend medical and surgical aid to crews of American vessels engaged in deep-sea fisheries.
- 1922 June 10 Congress readjusted pay and allowances of Coast Guard commissioned and enlisted personnel on basis of equality with other services.
- 1924 June 7 Oil Pollution Act—enforced by Coast Guard.
- 1924 June 7 Protection of halibut in North Pacific Ocean placed under Bureau of Fisheries (Coast Guard enforced since 1926).
- 1936 June 22 Act to define jurisdiction of Coast Guard passed.
- 1939 June 23 Congress created Coast Guard Reserve; later in 1941 became Auxiliary.

The Kee Award

Oscar H. Kee, Headquarters Communication Center, received a \$100 "Employ Award" from Admiral Joseph F. Farley, Coast Guard Commandant, for his suggestion to discontinue the *mimeographing* of Coast Guard general messages at Headquarters level, not the discontinuance of these messages as recorded in the BULLETIN's May issue.

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- 1940 June 27 President Roosevelt invoked the Espionage Act of 1917 to govern the anchorage and movement of all vessels in United States waters and to protect vessels, harbors, and waters of the United States. Beginning of port security activities in World War II.
- 1941 June 1 South Greenland patrol organized with three cutters and a Naval vessel.
- 1941 June 11 Amendment to act creating Coast Guard (January 28, 1915) provided "The Coast Guard shall be a military service and constitute a branch of the land and naval forces of the United States at all times."
- 1942 June 13 John C. Cullen, seaman 2/c, discovered Nazi saboteurs landing on beach at Amagansett, Long Island.
- 1942 June 13 C. G. cutter *Thetis* sank German U-157 in Atlantic.
- 1942 June 17 Commander in Chief, United States Fleet, directs organization of coastal pickets to combat submarine menace of Atlantic coast.
- 1943 June 13 C. G. cutter *Escanaba* torpedoed off Ivigtut, Greenland, with only two survivors.
- 1944 June 6 LCI (L)'s 85, 91, 92, and 93 (Coast Guard manned) lost at Normandy Beach landing.
- 1944 June 15 Invasion of Saipan, Mariannas.
- 1944 June 21 C. G. cutters 83415 and 83477 wrecked off coast of France. No lives lost.
- 1945 June 6 U. S. S. *Sheepscot* (AOG-24) (Coast Guard manned) went aground and was lost off Iwo Jima. No lives lost.

CG Seeks More Aviation Machinist's Mates

Coast Guard Headquarters is taking steps to meet an increasing shortage in the aviation machinist's mate specialty by initiating an intensive training program for qualified applicants. Training will be conducted at designated air stations, and successful trainees will be rated AD3.

To insure that trainees will have the necessary mechanical aptitude and ability to learn, only graduates of the EN School at Groton Training Station will be considered for assignment.

According to Personnel Memorandum No. 9-49, length of the course will be 20 weeks. It is designed to train men to maintain, overhaul and adjust aircraft engines and accessories; to remove, install and make minor adjustments to aircraft instruments; to remove, disassemble, inspect, adjust, reassemble and install propellers; to install, adjust, maintain, remove and reinstall landing-gear mechanism together with the hydraulic

or control equipment; to make up and install aircraft cable and control units and to carry out installation of disassembly by use of blueprints. It also includes aerial flights as crew members, operation of machine guns in planes and identification of aircraft and vessels.

2 Officer Procurement Programs Under Way

Headquarters now is embarking on an officer procurement program in which licensed officers of the United States Merchant Marine, with a minimum of 1 year's sea service on their license and a graduate of the United States Maritime Academy or its equivalent, are eligible for a Reserve Commission with immediate call to active duty. At the conclusion of 2 years, each would be considered for a permanent commission.

A similar program also is being directed to college graduates with a BS degree in electrical, electronics and civil engineering, and naval architecture.

Courtesy Motorboat Inspections May Triple

The Coast Guard Auxiliary's third annual Courtesy Motorboat Inspection, in which motorboat owners may seek advice unofficially whether they are complying with pertinent laws on equipment and maintenance, is expected to triple its service in 1949 over the preceding year.

Inaugurated in 1946 within the 7th District (Miami), the inspection brought auxiliary approval to approximately 3,500 boats the following year, and to 10,316 craft in 1948 with all districts participating. These figures represent approvals only, and do not include vessels inspected and found unqualified.

The inspection season already has begun in most districts, depending upon motorboat activity. Distribution of 44,000 numbered decalcomanias (windshield stickers) is being made to 11 districts.

Exempts Routine Boarding

The 1949 "decals" are similar to those issued for calendar year 1948—a red-bordered shield about 5 by 5 inches, with the CG auxiliary emblem centered in red on a white background. However, the identifying legend within the shield, and the large overprinted figures indicating the year, are printed in dark blue instead of the black used in 1948. Display of this sticker exempts the motorboat (not exceeding 65 feet in length) from routine boarding by the Coast Guard.

The courtesy inspection is conducted by duly certified auxiliary members only upon the request, and in the presence of the owner or his representative. Primary purpose is to determine whether the vessel is equipped for legal operation, but in many instances the owner may seek further advice, to increase his own safety, on additional equipment and maintenance not required by law. Incidentally the owner may be informed of the Coast Guard and its auxiliary and the facilities each offers in his area.

Inspections normally will be made alongside the dock or at anchor. The auxiliary is expressly forbidden to exer-

cise police powers or to make official reports of violations uncovered. Auxiliaries, in fact, are reminded that the sole purpose of the inspection is to assist and advise in the interest of saving life and property.

Coast Guard pointed out that many small boat owners have known little about the legal requirements of operation and maintenance, and that the inspection is proving a boon to the conscientious who desire to comply with the law.

International Convention Is Ratified by Senate

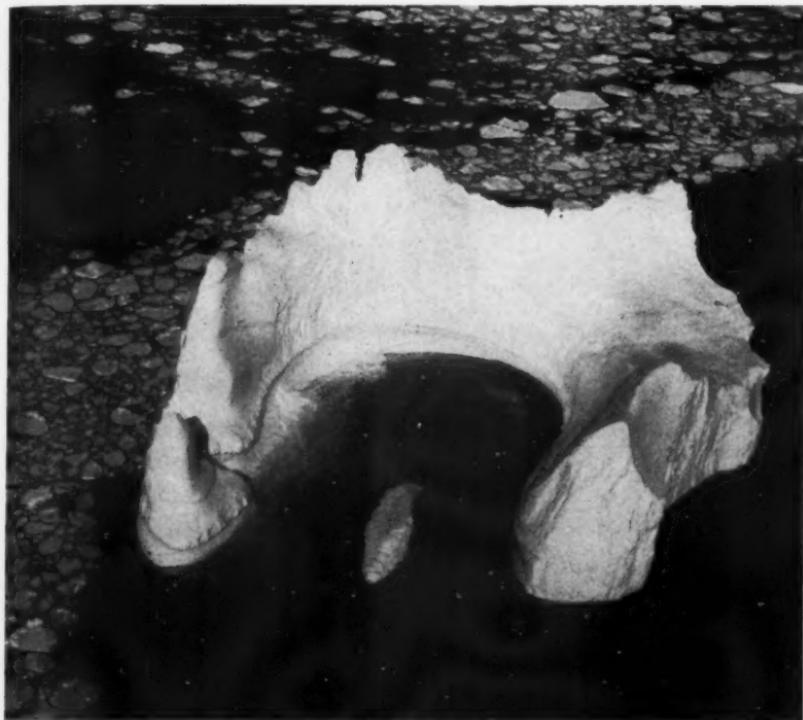
The International Convention for the Safety of Life at Sea (1948), a direct outgrowth of the sinking of the steamship *Titanic* in 1912, was ratified by the United States Senate in April without amendment.

Signed in June 1948, at London, it will come into force 1 January 1951 provided, at least 12 months before that date, that not less than 15 acceptances including 7 by countries with at least 1,000,000 gross tons of shipping each, have been deposited.

Admiral Joseph F. Farley, Commandant of the Coast Guard, was designated as chairman of the United States delegation to the conference by the Department of State. He later was elected vice president of the conference. Seven Coast Guard officers were included among advisers to the delegation.

Suggested by Congress, the first International Conference on Safety of Life at Sea under that title was held in London in 1914, attended by 13 of the principal maritime nations. World War I prevented this convention from coming into force, but parts of it were enacted nationally. A second conference was held in the same city in 1929, but this convention was not ratified by the United States until 1936, and even then ratification was marked by three reservations.

The convention itself consists of 15 articles accompanied by 6 chapters of technical regulations.



ICEBERGS SOMETIMES TAKE PECULIAR SHAPES

Not unlike the plaster model of a giant-size denture, this huge iceberg was sighted recently by a Coast Guard reconnaissance plane in the Grand Banks area. The International Ice Patrol, operated by the Coast Guard, is based at Argentia, Newfoundland.

Academy Establishes 275-Man Eligibility List

Two hundred and seventy-five young men who completed examinations in February for the Coast Guard Academy, New London, Conn., comprise the eligibility list from which 190 appointments will be made, providing the list is not exhausted.

Nine hundred and thirty-nine candidates finished the examinations, and 572 received a standard score of 400 or better on all subjects. Only the latter were marked in adaptability, thus establishing an eligibility list.

Weather Stations Cut

An agreement reducing the number of weather ship stations in the North Atlantic from 13 to 10 was reached recently in London at the International Civil Aviation Organization Conference.

The original agreement, made in 1946, provided for 13 stations, but only 11 were named. The conference decided that while technical justification could be shown for the larger number of stations, it would have strained available money and resources.

Under the new agreement, the 10 stations will be relocated and 25 ships will be used.



UNITED STATES COAST GUARD MEMORIAL CHAPEL

This is an artist's conception of the proposed Memorial Chapel to be erected at the United States Coast Guard Academy, New London, Conn. There are no blueprints to show details because they are dependent upon your generosity.

A Nation-wide appeal is being made for contributions to build this perpetual memorial honoring and paying tribute to those men of the Coast Guard who have given their lives in the performance of duty in peace and war. An opportunity is given to you, as an individual, to make even a small contribution toward this interfaith Memorial Chapel whose only purpose is for the glory of Almighty God.

Distribution (SDL No. 37) :

A : a, b, c, d (5 ea) ; e, f, i (3 ea) ; remainder (1 ea).
B : c (14 ea) ; f, g (7 ea) ; e, h, l, l (5 each) ; j (3 ea) ; d, k (2 ea) ; remainder (1 ea).
C : a, d (3 ea) ; remainder (1 ea).
D : all (1 ea).
List 118 (Foreign).

Memorial To Commander Stone Reestablished

Coupled with the weekly report of 3 June that the United States Coast Guard Memorial Chapel Fund contributions had reached \$233,478 was the announcement of the receipt of nearly \$600 to establish an "individual memorial" within the proposed \$450,000 Chapel at New London, Conn., to the late Coast Guard Commander Elmer F. Stone.

Commander Stone, a pioneer in Coast Guard aviation and copilot in the first trans-Atlantic flight by the Navy flying boat, *NC-4*, in 1919, died 20 May 1938. Shortly after his death, approximately \$600 was raised toward a memorial, and it was this money, held by Commander George Bowerman, that was passed to the Chapel Fund. It is intended that the Stone memorial will be a stained glass window, and many contributions to this "fund within a fund" are expected from persons interested in aviation.

Commander Stone, a lieutenant at the time of the famous flight, was the first Coast Guard aviator to be trained at the Pensacola, Fla., Naval Air Station. The trans-ocean "hop" established that coastal air patrols were practicable. He also assisted in the development of helicopters, established a new world's record for amphibious planes in 1934 and served extensively at sea.

Contributions to the Coast Guard Memorial Chapel Fund may be sent to:
United States Coast Guard Memorial Chapel Fund, United States Coast
Guard Headquarters, 1300 E Street, NW., Washington 25, D. C.
(Public Law 209, 80th Cong.) (Allowable deduction Federal income tax.)

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